

**South Central Area Fair
Demolition Derby Rules
Event Date: August 18th 2018**

Any Year Cars

AWARDS: 100% payout from Entry Fees

1st Place: \$2500

2nd Place: \$1000

3rd Place: \$500

\$150 on heat wins

\$50 Entry Fee

Maddog will receive something extra!

ALL JUDGES DECISIONS ARE FINAL

Inspectors: Ryan Staggs and Ryan Locker

Only 50% of your car can be painted black! NO ALL BLACK CARS!!!!

THE RULES

Metric GM

YOU ARE ALLOWED A 6x22x1/4" THICK ARCH PLATE. MUST BE CENTERED ON THE HUMP AND ON THE WHEEL SIDE OF THE HUMP. DOES NOT HAVE TO BE CONTOURED TO FRAME CAN RUN STRAIGHT ACROSS.

Metric FORD/LINCOLN/MERCURY

YOU ARE ALLOWED TO TILT YOUR CARS AT THE CRUSH BOX BY CUTTING THE FLAPs, 8" MAX SPACER AT CORE SUPPORT

Metric MOPAR

YOU ARE ALLOWED A 7 LEAF SPRING PACK, 5 CLAMPS, 2" STAGGER ON SPRINGS. YOU MAY ALSO CHANGE YOUR 4 FRONT SUB/K FRAME BOLTS to 1" diameter

GENERAL

1. ANY American made Passenger car or station wagon. (Metric cars are MOST 1977 & UP GM, 1979 & NEWER FORD, MERCURY, CHRYSLER AND 1980 AND NEWER LINCOLNS) IF YOU HAVE MODEL THAT IS IN QUESTION CALL, DO NOT ASSUME! No trucks, Imperials, jeeps, hearses, limousines.
2. Fresh Sedagons are NOT allowed.
3. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching inspection. Rolling down windows is not permitted.
4. All interior seating,
5. Cars must have a seatbelt and working brakes. MANDATORY
6. Battery must be securely fastened and covered in passenger compartment. TWO BATTERIES ARE ALLOWED.
7. Front Windshield Bar is MANDATORY and is limited to a 2" wide x 1/4" thick strap, chain, 2x2 angle. This can be attached to roof to each side of your distributor cut out area.

Rear window bar is allowed but must be mounted to sheet metal only and no further back than speaker deck. Must not touch the trunk lid. 6x6 ¼ plate is allowed for mounting.

GAS TANKS AND FUEL PUMPS

1. Stock gas tank **MUST** be removed from original position, All tanks must have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed
2. All lines must be run inside car, not along the frame underneath.

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position
2. Any automotive type radiator can be used. Aluminum Radiators are LEGAL.
3. No homemade radiators allowed
4. No reserve tanks and no added cooling capacity.
5. One electric fan, mounted to the radiator, may be used.
6. **DO NOT MOVE CORE SUPPORT**
7. Factory condenser or 32" wide by 1/4" thick mesh radiator protector
8. 2 locations of 1" allthread max in core support

BODY

1. No body seams may be welded. No metal may be added.
2. No doubling of body panels allowed, no added metal allowed.
3. Body creasing is allowed.
4. Fenders may be bolted together. Max of 10- 3/8" BOLTS ABOVE THE FENDER WELL.
5. Doors may be chained, wired, or welded. on the car body. When welding doors 6in on 6in off all the way around

DRIVER SAFETY

1. Drivers Door can be welded SOLID
2. Passenger door must be welded 6 inches on 6 off.

SUSPENSION

1. A-Arms are allowed to be welded down by using 2 pieces of 2"x3 x 1/4" per arm (1 front & 1 Rear)
2. If you weld anywhere else on A-arm, or use bigger strap than allowed....you will cut it all off and run working suspension.
2. Spring spacers are allowed but nothing allowed above top of spring
3. Any tie rods allowed.
4. Factory spindle swaps are ok, ford to Chevy etc. GM factory lift spindles are ok
5. You may Replacement ball joints, screw in or aftermarket are ok
6. You may change A-arms from new style to old style A-arms. Must bolt in factory

HOODS

MUST BE OPEN AT INSPECTION!

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. Not directly on top of the carburetor. If the hood is removed, either the fan or fan belt must be removed.
2. Hoods may be secured by 2 pieces of 1" all thread outboard the radiator. Cannot be

sleeved. * Meaning spacer/square tube stops at bottom side of core support*

3. You may have up to 10 (3/8") bolts to hold the inner and outer hood skins together.
4. Hoods can be held shut with "one" of the following options,
A (8) LOCATIONS 2" long pieces of 2" x 2" angle with a single 3/8" bolt thru them
B (8) Locations 3/4" diameter max bolts going through hood into inner fender with 2"x2" max washer

TRUNKS

1. You can weld trunks 6 on 6 off like the doors with max 4" wide by 1/4" thick
2. You may crease the trunk and quarter panels, and rear pillar.
3. You can have up to 4- 1" pieces of threaded rod through your trunk.

SAFETY CAGES

1. All cars must have a safety cage and roll over bar. (can be in the doors)
2. A 4-point cage is required
3. Cage can be made out of 4" pipe, 4" square tubing, or 6"x2" box tube MAX.
* Your cage must have a dash bar (4" off firewall minimum)
* Bar behind driver's seat
* 2 side bars connecting your dash bar to your seat bar. (one per side) Cannot extend past wheel well tubs or firewall.
* These are the minimum requirements; your cage is for your safety... not to strengthen the car. NO part of your cage can be a kicker to the frame or any driveline component. 4" gap required.
4. Roll over bar cannot be more than 6" behind driver's seat. Roll over bar can NOT attach to frame.
*Weld or Bolt it to sheet metal only. A 6" x 6" plate may be used in aiding it to be attached to floor sheet metal. Roll over bar can be bolted to roof
5. The cage can be welded to sheet metal only. You can have up to four (4) down posts, two (2) per side.
6. All down tubes must be at or behind the dash bar, straight up and down. Welded to sheet metal only.
7. You may weld or bolt your roll over bar to the roof in 3 places.

FRAMES

1. No welding, plating, or reinforcing of the frame.
2. All factory frame holes must be left open.
3. Any reinforcing of frame found will result in disqualification. NO Fixing Allowed... You Will Be LOADED!
4. Sub frame cars cannot be tied together. If you want to run a full frame car, buy a full frame car, don't build one.
5. CORE SUPPORT AND CORE SUPPORT MOUNTING TAB MUST REMAIN IN FACTORY LOCATION.
6. aftermarket steering columns are ok
7. Rear frame rails may not be shortened.

BUMPERS

1. Bumpers maybe loaded. Everything inside factory envelope of the bumper.
2. Bumpers may be hardnosed or weld a factory shock to frame and bumper, If you slid the brackets back on the frame No welding on frame beyond the furthest factory attachment point on the frame. (not the furthest point on the bracket/shock) *NO

WELDING Further than 6" BACK FROM BUMPERS

3. Bumper shocks for the make and model car that your running.
4. Bumpers can be no higher than 26" from the ground to the top of the bumper or lower than 14" from the ground to the bottom of the bumper.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, but must be mounted within 6" of the original motor. Engine cannot protrude into the passenger compartment before the race.
2. ENGINE CRADLES ALLOWED (front plate and lower cradle)
3. No Mid Plates, No Halos behind carburetor, No Distributor Protectors, No Fabricated Fan) BOP adapters are ok if they meet the size requirement of less than 1" above bell housing bolt pattern. (no spacer or adapters taller than 1" above the bell housing bolt pattern)
4. Aftermarket Motor Mounts are legal, NO Horizontal Bar Mounts Must have rubber, poly, spool type mount
5. Transmission oil coolers and engine oil coolers are permitted..
6. Pulley protectors are allowed, but sway bar must be removed or not able to intentionally touch before or after race!!
7. Factory aluminum engine cradles in 2003 and newer cars may NOT be changed. No homemade cradles.
8. HOMEMADE Gas Pedals and Shifters Are allowed, but may not reinforce the car in anyway.
9. OEM cross member or 2x2 square/ round tube. *1 single crossmember for all model cars
10. May weld a piece of 3x3x6 angle to frame to aid in attaching cross member
11. Transmission modifications -Steel bells and steel tails are ok but nothing connecting them together!!!
12. Rubber Mount must be between cross member.

REAR END

1. Any automotive or aftermarket rear end
2. Slider drive shaft is permitted.
3. You may have five (5) spring clamps per spring. Maximum 1" wide 1/4 thick
4. ZTR style brackets are legal. If bolted through package tray, sheet metal must be cut around washer. (so it isn't adding a body mount)
5. If you shorten the trailing arms. Minimum overlap and weld. No doubling or reinforced trailing arms.
6. You may chain or wire your axle to the frame hump. (2 CHAIN LINKS WELDED TO FRAME MAX) *NO OPENING CHAIN LINKS TO GAIN LENGTH*
7. Rear leaf springs must remain factory thickness and width per leaf
* you may have up to 8 springs with 2" stagger, no doubling main leaves.
* 5 clamps total per pack (can be homemade 1" wide 1/4" strapping)
* 1/2 diameter max u bolts, 4 total.
8. Coil springs maybe doubled or swap fronts to rear or vice versa.

TIRES

1. Any Tires black and round.
2. No wheel modifications on the outside of the wheel. When viewing from the stands it must appear as a stock wheel. All mods must be on the brake drum or axle side of the rim. I.E beadlocks or weld in centers

3. NO valve stem protectors. (drill it on back side of the rim)

Pre-Ran car Additional rules.

Pre ran cars that have a visible bend only will be allowed 4 4x4 ¼ patch plates. This does not mean any pre ran car can have patch plates. Only to be placed on visible bend. 1 per bend. If you have 4 plates and no bends you will lose all patch plates.

If it doesn't say you can do it, don't assume that you can.

ASK first or don't do it!

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be given 2 options.

A. CUT OR REMOVE ILLEGAL PARTS.

B. LOAD ON TRAILER AND GO HOME.

Either way you will NOT RECEIVE A REFUND.

Please call if you need more info.

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